

**Amendments to the Claims:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

Claims 1-19 (cancelled).

Claim 20 (new): A disk brake comprising a brake pad having a lining support and a friction lining, at least one stud being mounted on the lining support for fixing the friction lining, wherein the stud passes through the fixing lining at least from approximately the middle thereof up to the lining surface.

Claim 21 (new): The disk brake as claimed in claim 20, wherein the stud passes completely through the friction lining.

Claim 22 (new): The disk brake as claimed in claim 20, wherein the stud is welded onto the lining support.

Claim 23 (new): The disk brake as claimed in claims 20, wherein the stud is made from soft brass.

Claim 24 (new): The disk brake as claimed in claim 20, wherein the stud is made from brass, MS 60.

Claim 25 (new): The disk brake as claimed in claim 23, wherein the stud formed from soft brass is welded to the lining support.

Claim 26 (new): The disk brake as claimed in claim 25, wherein the stud is welded onto the lining support by one of a laser welding process, capacitor discharge welding process and drawn arc welding process.

Claim 27 (new): The disk brake as claimed in claim 26, wherein the stud is a capacitor discharge stud or drawn arc stud.

Claim 28 (new): The disk brake as claimed in claim 20, wherein an underlayer is provided between the lining support and the friction lining.

Claim 29 (new): The disk brake as claimed in claim 20, wherein the stud is formed from a stud length ( $L_1$  to  $L_4$ ) which lies in the range from half the thickness  $D_R$  of the friction lining to the full thickness  $D_R$  of the friction lining in order to influence the lining surface tension and/or the friction lining compressibility of the friction lining.

Claim 30 (new): The disk brake as claimed in claim 20, wherein the lining support is formed from a metal plate.

Claim 31 (new): A method for the attachment of studs to lining supports for disk brakes having brake pads, comprising forming the stud from a soft brass material and the lining support from a harder material and connecting the stud to the lining support

by one of a laser welding process, a capacitor discharge welding process and a drawn arc welding process.

Claim 32 (new): The method as claimed in claim 31, including welding the stud onto the lining support by an automated process.

Claim 33 (new): The method as claimed in claim 31, wherein the stud is designed as a capacitor discharge stud or arc drawn stud for welding onto the lining support.

Claim 34 (new): The method as claimed in claim 31, including welding the lining support by the capacitor discharge welding process or the drawn arc welding process, with or without a gas shield.

Claim 35 (new): The method as claimed in claim 31, wherein a length ( $L_1$ ) of the stud is selected, which is equal to at least one half of the thickness ( $D_R$ ) of the friction lining up to the full thickness ( $D_R$ ) of the friction lining.

Claim 36 (new): The method as claimed in claim 31, wherein the soft brass is MS 60, which is softer than the materials of the friction lining and of a brake disk.

Claim 37 (new): The method as claimed in claim 35, wherein the selection of the length and of the diameter ( $M$ ) of the stud is

used to influence the lining surface tension and the friction lining compressibility.

Claim 38 (new): The method as claimed in claim 30, including welding the stud onto the lining support wherein the stud passes through the underlayer and wherein at least a stud length ( $L_1$  to  $L_2$ ) of the stud which lies in the range from half the thickness ( $D_R$ ) to the full thickness ( $D_R$ ) of the friction lining (3).